



Western-Pacific Region Airports Division



AirporTopics

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010
(650) 876-2775
(650) 876-2733 Fax

Airports Division Regional Office
P.O. Box 92007 World Way Postal Center
Los Angeles, CA 90009-2007
(310) 725-3600
(310) 725-6847 Fax

Honolulu Airports District Office
P.O. Box 50244
Honolulu, HI 96850
(808) 541-1232
(808) 541-3462 Fax



January 2000

Integrated Noise Model Version 6.0

The latest version of the Federal Aviation Administration's Integrated Noise Model (INM Version 6.0) was released September 30, 1999. INM enhancements include a capability to employ time-above thresholds that vary with ambient noise levels from location to location. Several computational methods that affect contours (aircraft profile calculator, extrapolation limits, noise exposure fraction equation, and contouring module) have also been revised. Based on review by manufacturers, INM standard aircraft data and substitution lists have been updated. The airport data has also been updated. Other INM enhancements include improved processing of DXF files, larger terrain contour areas, and improved printing of graphics displays. Some general editing features have been streamlined, the online help system has been updated, and the latest release of the NMPlot contouring module is used so that INM can now support long directory names, rather than being limited to the old DOS eight-character naming format. INM 6.0 is distributed on CD-ROM accompanied with a User's Guide and it is supported

to run in Windows 95, Windows 98, and the Windows NT 4.0 operating systems.

INM 6.0 is to be used for all Part 150 Noise Compatibility Studies and federal environmental studies initiated after September 30, 1999. Additional information is available at the FAA's web site [//www.aee.faa.gov/aee-100/inm/](http://www.aee.faa.gov/aee-100/inm/).
(Brian Armstrong, Airport Planner)

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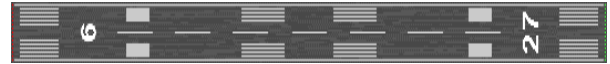
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What is a Major Runway Extension?

Through the course of preparing an airport master plan, sponsors commonly find proposed in the alternatives, work involving the development of runway extensions. As a product of the master planning process, an Airport Layout Plan (ALP) showing the ultimate facilities will need FAA approval. As a condition of this approval, projects generally perceived to have environmental impacts off airport property, in accordance with FAA Order 5050.4A, Airport Environmental Handbook, must be further evaluated to determine if the potential impacts are significant.

A runway extension, typically identified as an action “normally” requiring an Environmental Assessment (EA), could be considered categorically excluded development, if it **does not meet** the definition of being a “major runway extension.” All runway extensions are not defined as “major.” A “major runway extension” is **not** runway length specific but is defined as an extension that increases noise by 1.5 DNL or greater over any noise sensitive areas located within the 65 DNL contour. It can also be defined as major if it: causes effects on the use of land protected by the Section 4(f) 1966 DOT Act, as amended; includes properties listed or eligible for

listing on the National Register of Historic Places or properties of state or local historical/cultural significance; and/or affects land protected under the Farmland Protection Policy Act, wetlands, coastal zones, floodplains, and federally listed endangered or threatened species.



Under some extraordinary circumstances, federal actions normally found to be categorically excluded, are subject to an environmental assessment if they are likely to be highly controversial on environmental grounds, significantly impact natural, ecological or scenic resources or would involve relocation issues associated with persons or businesses. These actions would likewise cause FAA to consider a proposed runway extension as “major.” If you would like to know more about this topic call your local ADO or the Western-Pacific Regional Office.

(Margie Drilling, Airport Planner)

(Dave Kessler, Environmental Specialist)

Airports Division Reorganizes to Better Serve Arizona

On November 1, 1999, the Standards Branch added a new section (AWP-623.x) with the responsibility of administering the Airport Improvement Program (AIP) for the state of Arizona. The current Standards Section (AWP-621.x), continues to be responsible for the airports within Southern California.

Since 1982 and the inception of the AIP, there has been a continual redefining, interpreting and adding of elements and responsibilities causing a substantial increase in workload without much adjustment in the organizational structure or available resources. These additional responsibilities and focus include such things as: investigating revenue diversion, Pavement Maintenance Monitoring Plans (PMMP), annual airport financial reports, declared distances, etc. While some might argue that our process and methods are not broken, we anticipate that the

proposed realignment will provide better, more focused and responsive customer service, and a higher level of efficiency in administering the AIP.

Another aspect of the realignment is a gradual transition from Airports Division employees with expertise in a few elements of the AIP, to employees with overall program responsibility and accountability related to a particular set of airports (generalist). The intent is, as a sponsor, you should no longer have to deal with two or three division employees, only one. **Currently, this transition to the generalist concept is only being implemented for Airports Division responsibilities within the state of Arizona (AWP-623.x). The division will continually evaluate and adjust the process to meet the customer service and efficiency goals previously stated.**

As with any new way of doing business, there will be some confusion and inconsistency; however, we will do everything we can to minimize any negative impacts. To assist us in this transition, we ask for

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your patience, and your feedback on the effectiveness of these changes. See the chart on the next page.
(Kevin Flynn, Lead Arizona Engineer)

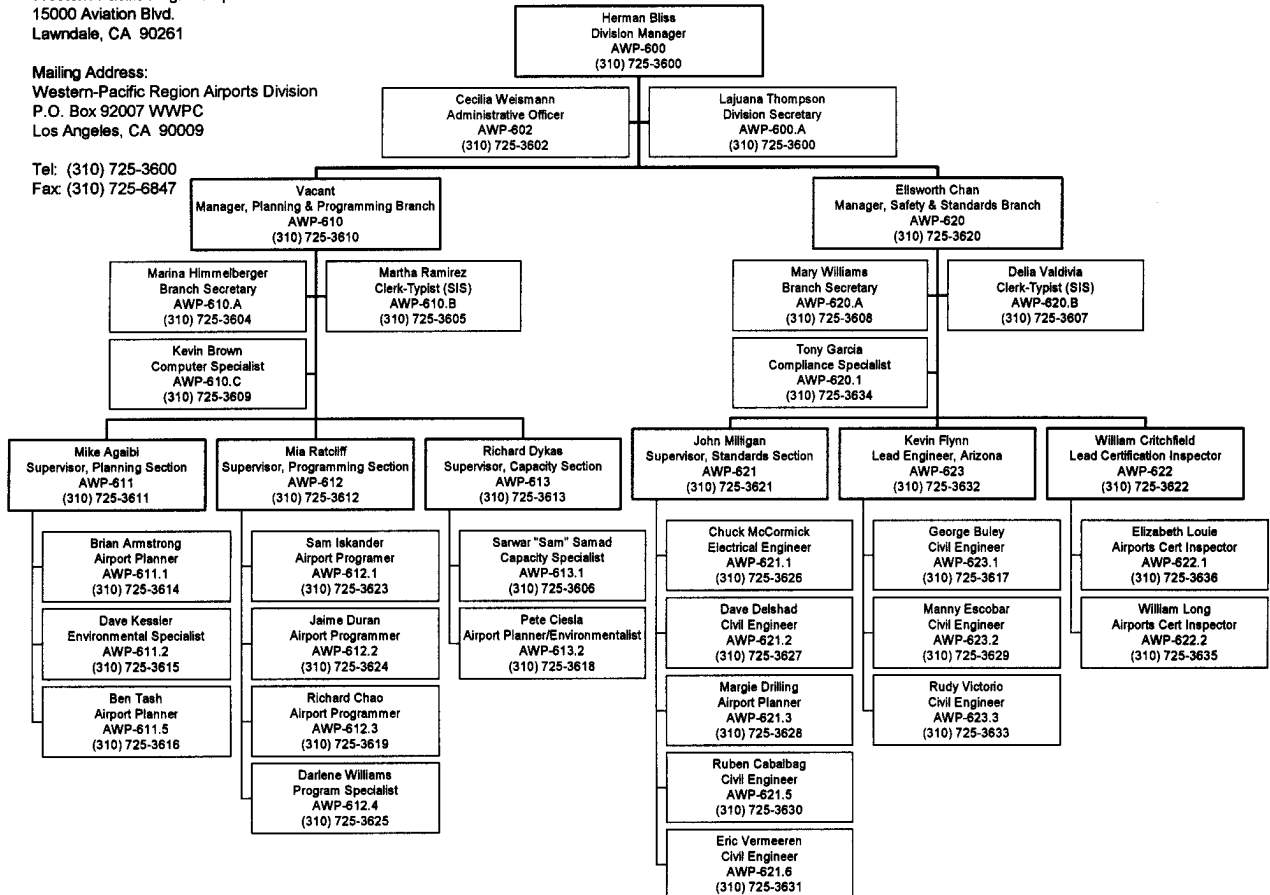
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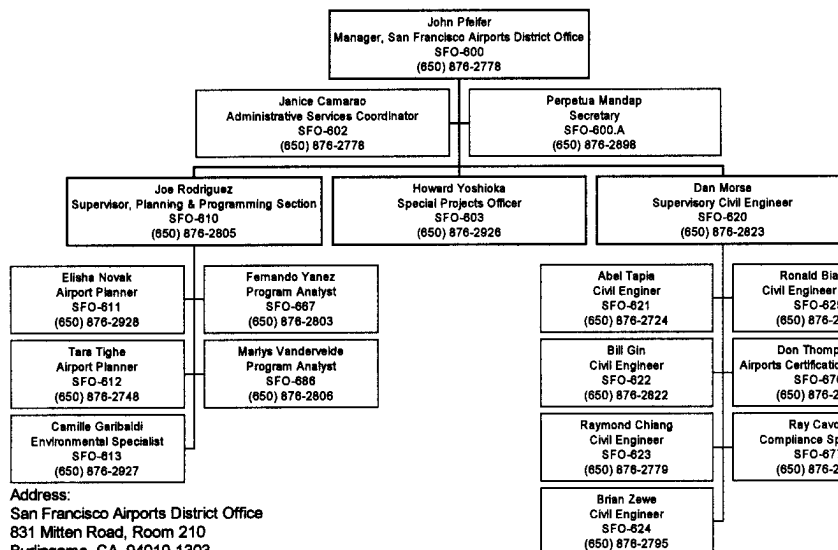
Street Address:
Western-Pacific Region Airports Division
15000 Aviation Blvd.
Lawndale, CA 90261

Mailing Address:
Western-Pacific Region Airports Division
P.O. Box 92007 WWP
Los Angeles, CA 90009

Tel: (310) 725-3600
Fax: (310) 725-6847



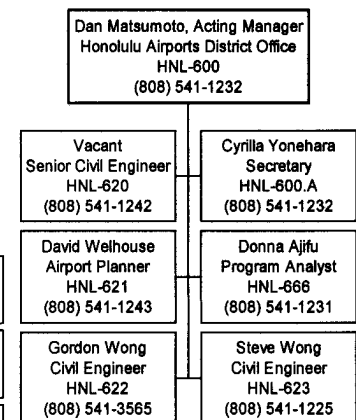
San Francisco Airports District Office



Address:
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

Tel: (650) 876-2775
Fax: (650) 876-2733

Honolulu Airports District Office



Street Address:
Honolulu Airports District Office
Federal Building
300 Ala Moana Blvd., Room 7-128
Honolulu, HI 96813

Mailing Address:
Honolulu Airports District Office
Box 50244
Honolulu, HI 96850-0001

Tel: (808) 541-1232
Fax: (808) 541-3462

October 31, 1999

Inactive Airport Improvement Grant Obligations

Grants that have had no project or payment activity within the past 18 months are considered inactive grant obligations. The FAA encourages all sponsors to aggressively carry out grant projects and drawdown on letters of credit or provide payment requests in a timely manner. We emphasize that it is FAA's initiative to work in partnership with sponsors to ensure that obligated funds are used immediately in revitalizing and expanding airports. As part of this effort, sponsors through their project management procedures, are encouraged to perform quarterly grant project status reviews and grant payment activity reviews of open grants, as a minimum. This will serve to prevent delays and optimize the utilization of the federal investment on track with project schedules. Although unforeseen circumstances could serve to delay project schedules, failure of sponsors to complete projects in a timely manner or make requests for reimbursements may result in the deobligation of remaining funds and grant closure.

For further information regarding carrying out grant projects or procedures for submitting payment requests, please contact the FAA Team that handles your airport. Give us a call and let's talk about it. (Sam Iskander, Airport Programmer)
(Ruben Cabalbag, Civil Engineer)

DODD/BEALS Fire Science Academy

The DODD/Beals Fire Science Academy Aircraft Rescue & Fire Fighting (ARFF) Live-Fire Training Facility at Reno/Stead Airport will not reopen in 2000 due to relocation of training to the Carlin Campus near Elko, NV. No ARFF training will be provided at the Carlin Campus.

The closest ARFF training available will be at the Salt Lake Airport ARFF Training Center. Training information may be obtained by contacting Captain Brian Pugh, Training Manager, at (801)531-4521.



All airport owners must remember that annual ARFF training requirements must be met without regard to convenience or cost and should be encouraged to plan for increased budget costs in order to meet the mandatory 14 CFR 139 ARFF training requirements. (Don Thompson, Airport Certification Inspector)

Relocating FAA Facilities Through Reimbursable Agreements

There are times when airport development may cause modification to FAA facilities. For example, a runway extension project may require the relocation of an Instrument Landing System. When sponsors anticipate a development project will affect or cause the relocation of an existing FAA facility, or wish FAA assistance in establishing a non-federal navigational or lighting aid, a request to FAA should be made to generate a reimbursable agreement covering those associated costs. A reimbursable agreement is a written agreement under which the FAA provides materiel and/or services to a requesting agency or organization that agrees to pay for those materials and/or services. The requesting letter should describe the project, the specific equipment/facilities affected, the approximate date the work is expected to start, and any other information relative to the project.

In instances of relocation or replacement of any FAA owned facilities, the sponsor will provide the FAA the right to use the new site at no cost, any required access and utility connections, a new executed lease with legal description, any associated environmental reports, and removal (if any) of the old site.

Because of the time needed to coordinate and develop a reimbursable agreement, it is important that the FAA receive notification from the proponent as early as possible. It takes approximately four months from the time of notification to properly evaluate, coordinate, develop, and obtain a fully signed agreement. Such correspondence should be directed to the following address:

*Federal Aviation Administration
Attn: Manager, Los Angeles NAS
Implementation Center, ANI-900
P. O. Box 92007, Worldway Postal Center
Los Angeles, CA 90009-2007*

The reimbursable agreement will contain a statement of work to describe the proponent's and the FAA's responsibilities associated with the project, and a cost estimate for the services covered, including FAA's administrative overhead (currently set at 26%).

The relocation of any FAA navigation or landing aid (or modification in lieu of relocation) is eligible under AIP or PFC when necessitated by the eligible development on the airport.
(Our thanks to Airway Facilities for this article.)

Federal Regulations Governing the Protection of Historic Resources Revised

Major revisions to 36 CFR Part 800, Protection of Historic Resources, became effective on June 17, 1999. This regulation implements Section 106 of the National Historic Preservation Act and governs the Federal Aviation Administration's (FAA) assessment of airport project impacts on historic properties listed or eligible for listing in the National Register of Historic Places. The revisions included major changes to the Section 106 coordination process.

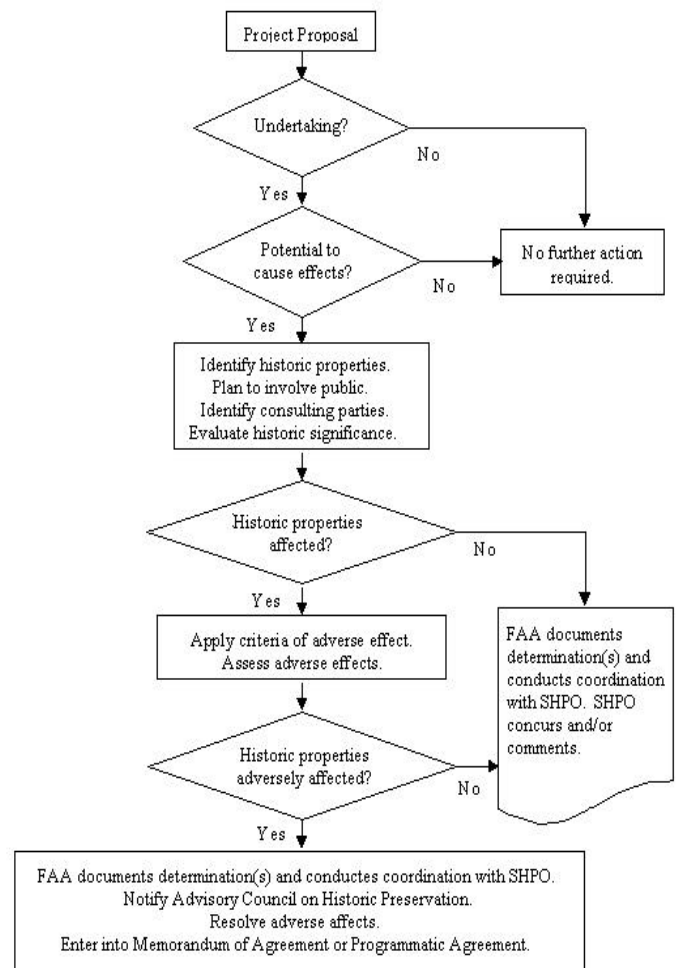
Under the revised process, virtually every airport development project funded, approved, or permitted by the FAA, regardless of its treatment under the National Environmental Policy Act (NEPA), is considered an "undertaking". The FAA must determine if each undertaking has "no potential to cause effects" or if it "might affect historic properties". No further analysis or consultation is required for those undertakings that have no potential to cause effects. For example, pavement and lighting rehabilitation projects would likely have no potential to cause effects.

For each undertaking that might affect historic properties, the FAA or the project sponsor must make historic property information available to the public and must consult with Native American tribes that might attach religious or cultural significance to the project area. The FAA must then determine if historic properties are or are not affected. The FAA must consult with the State Historic Preservation Officer (SHPO) on these determinations.

In situations where historic properties are affected by the undertaking, the criteria of "adverse effect" must be applied. These criteria have also been changed under the revised regulations. Projects that previously would have been considered to have "no adverse effect" (for example, where the data recovery exemption was applied) will now be considered to have an "adverse effect." All undertakings that are found to have an "adverse effect" must now be the subject of a Memorandum of Agreement or Programmatic Agreement between the FAA, SHPO, the project sponsor, and any other signatory parties. The Council on Historic Preservation must be notified of all adverse effect findings.

Additional information may be obtained from the Advisory Council on Historic Preservation web site at www.achp.gov or by contacting the Planning Section of your nearest Airports District Office or the FAA Regional Office.

This process can be time consuming, as can the entire NEPA environmental process. Environmental review should be initiated early in your project planning process and should be completed in consultation with your local FAA Airports Division, Planning Section.
(Brian Armstrong, Airport Planner)





U.S. Department
of Transportation

Federal Aviation
Administration

Western-Pacific Region
Airports Division

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

JAN 7 2000

Dear Airport Sponsor:

Rent-Free Space Notification

Assurance 28 of the standard Airport Sponsor Assurances requires that an airport sponsor will furnish to the federal government, without cost, certain land or rights in buildings for use in conjunction with air traffic control (including communication activities), air navigation, or weather reporting. For the most part, airport sponsors have provided such space or land.

On May 18 of this year, a memorandum was developed to assure that all Federal Aviation Administration (FAA) regions are applying this assurance consistently and fairly. This memorandum clarified which facilities would be subject to this assurance and discussed the rights of both parties in developing leasing relationships.

In order for you to better understand the position of the FAA, I am providing a history of this provision and later in this letter, providing clarification concerning the ground rules for future land and space leases.

Assurance 28 has its origins in the Federal Airport Act of 1946, as amended. In that act, airports were required to provide space in airport buildings without charge, except for reasonable charges for janitorial services and utilities. Until the early 1960's, this "cost-free" relationship existed. In the early 1960's, the concept of FAA constructing its own facilities was recommended and approved in legislation. In this amendment to the Federal Airport Act, the provision included land or space in buildings for FAA to construct at its own expense air traffic control, air navigation and weather-reporting facilities.

Over time, especially after 1982, the FAA started to make rental payments in some cases. Specifically, the FAA made payment in cases where the airport sponsor had constructed the facility for the FAA in lieu of FAA construction. These rental payments, based upon an amortization of the capital cost, were allowed and continue to be allowed. However, FAA regions have not consistently followed guidelines for rental payments or for the receipt of "cost-free" facilities and land.

The following information is offered to improve your understanding of the FAA's application of Assurance No. 28. I hope you find it to be helpful.

We have limited the coverage of the cost-free building space provision to the following activities:

Airport Traffic Control Tower (ATCT)
Combined Center Radar Approach Control (CERAP) Contract Weather
Observation Station (CWOS) Flight Service Station (FSS)
Radar Approach Control (RAPCON)
Terminal Approach Radio Control (TRACON)

For the cost free land portion, the facilities include, in addition to the ones listed above, navigation aids and weather-reporting facilities (in addition to CWOS). It is possible that in the future other facilities will be added to the list if they can be demonstrated to be primarily air traffic control, air navigation or weather-reporting.

In addition to these facilities, additional space is needed to support these facilities including, among others, space for necessary storage, parking for official FAA vehicles deemed essential to the facility, essential office space, and space for technicians to support these facilities. Airway Facilities space would be limited to that necessary to maintain the facilities located at the airport. Other space required of the FAA, such as FAA Flight Standards, Security, Airport District offices, employee parking, and offices that are not directly related to the airport facilities would be subject to price negotiation as in the past.

Even though the space and land is to be provided cost-free, there are appropriate circumstances in which FAA may pay rent, in addition to janitorial services and utilities. For example, any improvements or alterations of the space for the specific use of the FAA will be at FAA expense. The FAA may choose to perform such alterations or to enter into an agreement with you to make the alterations. If the FAA chooses to negotiate with you for such alterations, FAA would be obligated to reimburse either in a lump sum or through lease payments over the term of the lease. This would be subject to negotiation between the parties.

Responsibility for maintenance is also affected by Assurance 28. In most instances, maintenance is considered a function of rent and therefore would be provided at no cost to the FAA. However, no-cost maintenance would be limited to that for which a lessor would traditionally be responsible. This would include exterior maintenance of the facilities and subsystems and the mechanical system that supply or control space, such as HVAC, safety systems, lighting and access systems. FAA would be responsible for maintenance to its own space such as carpeting, painting, specialized FAA equipment or other equipment supplied by the FAA including special HVAC systems and power conditioning systems, etc.

Originally, FAA Regional Real Estate Contracting Officers were to begin applying these guidelines for any lease expiring September 30, 1999. As a result of comments received, especially those from the airport community, we decided to delay such implementation for an additional one year so that airports would have time to adjust better to a potential loss of revenue. Before executing long-term leases in accordance with Assurance 28, Regional Real Estate Contracting Officers


have been advised that they may execute short-term (one year) extensions of leases expiring before September 30, 2000. We are hopeful that the extended effective date and this letter will provide you with needed information and clarification that will assist in making this transition easier.

Finally, we have heard comments regarding the perceived inconsistency between the requirement for cost-free land and space for FAA activities and the requirements under Assurance 24 that airports have a fee and rental structure which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport. We understand these comments, but we do not believe that an inconsistency exists. The rent-free space requirement is contained in the same set of statutory grant conditions as the requirement for a self-sustaining rate structure, and must be considered a specific exception to the general requirements of Assurance 24.

Aside from the above, we would note that the FAA provides its services at a significant cost for the benefit of the local airport and the communities and is not a profit-making entity. In providing such services, the FAA uses benefit-cost data to establish or continue support. In many cases, the additional cost of rent could be the difference in making the establishment/continuance uneconomical.

I hope that this letter has clarified our position for you and provided you with information necessary for your future dealings with FAA facilities on your airport. Many additional areas are likely to arise as negotiations are undertaken. Although we have attempted to address most anticipated issues, not all specific issues can be addressed in national guidance. Some items will need to be reviewed on a case-by-case basis.

Sincerely,


Herman C. Bliss
Manager, Airports Division

*The goal of this publication is to report and inform our readers.
Comments, suggestions and ideas for future articles are encouraged from our readers.
Please forward to AirporTopics, AWP-600, P.O. Box 92007, WPC, Los Angeles, CA 90009.*

**Federal Aviation Administration
Western-Pacific Region
Regional Airports Division – AWP-600
P.O. Box 92007 World Way Postal Center
Los Angeles, CA 90009-2007**